

lie. Yet how much evil would have been prevented, had mankind always acted according to the principle, that it was their duty to resist belief of every kind, until the evidence of what was to be believed was absolutely irresistible. There is very evidently a strong propensity in the human mind to believe in the marvellous, with very slight evidence, on account of a certain agreeable excitement which such belief creates in the mind. It affords a stimulus similar to that which is produced by listening to the performance of a tragedy, or by reading a pathetic story. Hence, with the exception of a few philosophical individuals, who have by long continued effort, conquered this propensity, mankind, when they listen to a marvellous tale, or a marvellous doctrine, feel an almost irresistible longing to believe it. We don't doubt but that every individual now living has experienced these impulses of the mind, during some period of his life. Now it is the part of philosophy to conquer all these impulses of faith, as it is the part of virtue to conquer the impulses of anger and prejudice. Otherwise we are liable, whatever may be the amount of our stock of knowledge, to be gullied successively by all the promulgators of *humbugs* as they come along, from old fashioned Sorcery down to Animal Magnetism.

Can the Canadians throw off the British Yoke?

—This question, since the breaking out of the troubles in Canada, is frequently asked. We have little doubt, if the people there are tolerably well united, that they can do it. Though the two Canadas have but about a third of the population that the thirteen Colonies that now compose in part the United States, had, when they achieved their independence, there being about half a million of people to each Canada, still, they have advantages which will, in our opinion, more than counterbalance this difference in numbers. We had a maritime frontier of more than twelve hundred miles exposed, unfortified, and unguarded, to the naval attacks of the foe. The coast had numerous roadsteads, and safe harbours, to shelter the fleets of the enemy from the war of the elements. It was indented with spacious bays, and presented the outlets of long, navigable rivers, that penetrated deep into the interior, upon which the water craft of the foe could waft our enemies. Our inland frontier of equal length, we were encompassed, by powerful, warlike, and savage enemies, ready to second the British, and follow up, and profit by any disasters that might befall us. Yet, the hearts of our fathers did not quail. In union they found strength—in fortitude and perseverance, they found success.

Very different is the situation of Canada. The foe can approach her but in two ways—the one by the mouth of the St. Lawrence, which is closed by ice for half the year, and of dangerous navigation at other times, and the other, by the bay of Fundy, and through the wilds of New Brunswick. The bay of Fundy can hardly be navigated in winter, and at other seasons, from fogs, and the high and rapid tides, which rise some sixty feet at flood, and at the ebb, leave vessels aground fifty miles from shore, is always a difficult and dangerous navigation. These are the only modes of approach, for the Americans will never permit the British to march troops through their territory, to Canada. On the northern frontier of Canada, there stretches an uninhabited, and an uninhabitable region, from which no enemy can approach. On their whole southern line they repose upon neighbours and friends, who, though they will maintain a strict and impartial neutrality in their acts, will cheer the patriotic Canadians with their sympathy and their kind wishes. During the winter season, the Canadians can, on the ice, take command of all the craft on the lakes, and ride triumphant upon those great inland seas. And in case of temporary disasters, they can fly, singly, to the States for shelter.

The Americans, from feeling and interest, desire the emancipation of the Canadas. It is time, they believe, that the dominion of European powers ceased, upon this continent. It is time that her monarchical principles, her hereditary systems, were driven back across the Atlantic, to their native home, never more to take root, or to pollute the soil of this hemisphere. It is time to recognize in Canada, and everywhere else, the principle that one people cannot rightfully make laws for another people. It is time to break the shackles which Great Britain has imposed upon the trade of Canada. It is time to throw open to a free navigation that mighty river, now closed by British cupidity, whose head waters flow from within our borders. It is for the interest of Canada, and of this union that these shackles be broken—that these restrictions be removed.

We have then to say to the people of Canada, go on—be united—be firm—be resolute, press forward to your high destiny. Drive from among you the Pharaoh king who are sent from Great Britain to fatten on your substance, to thrive by swallowing up your rights.—*Success awaits you, if you will it.*

The New York Express, in speaking of Caradori Alwan says—"We regretted much to notice some remarks unfavorable to this lady in one of the late Boston papers. This paper makes some complaint that the price demanded by her of the Boston Managers was exorbitant. Now we have it in our power to state positively, that Madame Caradori has never declined any offer from Boston, except in point of time of engaging herself, and never stated any terms of her own."

Launch.—We learn from the Buskerhill Aurora that the sloop of war, recently built at the Navy Yard in Charlestown, was launched on Saturday in fine style. She is about seven hundred tons burthen, of very beautiful model, and is called the *Cyane*. She is to be taken into the Dry Dock in a few days to be coppered.

From the same paper we learn that the repairs and coppering of the Ohio have been completed, and that she is about to return to New York.

The New York Sun has made a great *specie* in the sale of extras, containing the report of Dr Sappington's trial for a breach of promise. Love squabbles of this sort are fine affairs for lawyers and printers.

Down with your flour.—The Cleveland (Ohio) Herald, says the crops this year exceed in abundance those of last year, fifteen per cent. The flour shipments from Ohio have been large, and the supply for the eastern markets in the spring will be ample. The mildness of the winter will permit large quantities to be manufactured.

The Ohio Statesman tells of a swaggering, pot-valiant whig, that way, who tottered up to a fifty dollar looking-glass, swearing that he could whip a thousand Van Buren men—and, supposing he saw one, aimed a tremendous blow at his own shadow, and knocked the looking-glass "all to smash." Whiggy had been to "Jubilee."

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Sailed from Shields, 9th, Amelia, Philadelphia.
Sailed from Amsterdam, 12th, Amstel, Kramer, Boston.
At Hamburg, 19th, Ario, Blacker, for Boston, 15th.
At Antwerp, 16th, Aphor, Gay, Boston; Sea Eagle, Paxton, Rio Janeiro.
Arrived at Banks Island, 4th ult, Benjamin, Creamer, 16 days from Wabash for Jamaica.

At Havana, 20th ult, Shie, d, Chase, inc; Russell, Matthews, Chisholm, Delta, Francis, inc; Susan, Gay, Baltimore, inc; Chase, Powers, Boston, arr 13th. Sailed 13th, Hannah, Boss, Boston.

Arr at Pictou, 13th ult, Modena, Caleb, Portland. Old, no date, Commerce, Tybray, New York.

ARRIVALS, CLEARANCES, &c.

PORLTAND, Nov 29—Col Maria, Hopkins, Franklin, La., Blue Haven, 20th ult, Blake, Boston; Louis, do Old Forest, BELFAST, Nov 29—Sailed Ontario, Alden, Charleston, SC; 2nd, Vulture, (new ship) Pendleton, New Orleans.

PLYMOUTH, Nov 28—Arr Temperance, Boston, Old 29th, Notus, Bixby, Natchez, 20th ult, O-Perry, Bartlett, Charleston.

NEW BEDFORD, Nov 30—Sailed Charles, Maudslair, Pacific Ocean.

PROVIDENCE, Dec 1—Arr Columbia, Franklin, Charleston, BRISTOL, Nov 30—Sailed Nereus, Gladding, Matanzas; Remittance, Liscorn, New Orleans.

HARTFORD, Nov 30—Arr Mary, Goodspeed, Boston.

NEW YORK, Dec 1—Arr Calvin, Baker, Mobile; Glob, Harding, Boston; Ocean, Salem, Old Ongulage, Leavitt, for New Orleans; Eliza & Abby, Wade, Tampa Bay; Caroling Augusta, Bassett, Mobile; 20th, Grecian, Sieghen, Franklin, La.; Ots, Ch, se, Baltimore.

Arr Scotland, Merrymen, Liverpool, 21st ult; Cristoval, Cion, Smith, H., vane; Matilda, Ashby, Mobile; Abigail, Lubec, Anna, Portland, Tilton, Poughkeepsie, for Boston; Sun, and Guide, Boston; Ch, Outwic, Hutton, London; Providence, Pearce, New Orleans; Verona, Ferkins, Charleston.

PHILADELPHIA, Nov 30—Arr Cossack, Clark, Pictou; Gamma, Boston; Peru, Bogg, do; Warrior, Miller, do; March, Portsmouth; Vulture, Newburyport.

Dec 1—Arr Portsmouth, fm Portsmouth, Baptist Mezzick, Martin, Canton, Volta, Garwood, Rio Janeiro; Swan, Ames, New Orleans.

BALTIMORE, Nov 30—Arr Castel, Crowell, Boston; Good Hope, New York.

Old Gentle, Ayres, Savannah, Sailed Nible, Cape Palmas, ALEXANDRIA, Nov 29. Sailed Isabella, Patterson, Boston.

RICHMOND, Nov 28—Arr Oswego, Thomaston.

NORFOLK, Nov 27—Arr P. R. Davis, Gloucester; 28th, Octavia, New York; 29th, Mentor, Mayo, Boston. Old 27th, For est, Fester, West Indies. Ship Jacob Perkins, for London, is on her way down James River.

CHARLESTON, Nov 23—Arr Vesper, Trott, St. Johns, F. E.; Velocity, Drew, Jacksonville.

26th—Arr Mary Helen, Ryer, Barbados.

27th—Old Parthenon, Thomas, Liverpool; Nevis, Pensacola; Mervette, Ryan, St. Augustine; Lebanon, do. Sailed Rome, F. E.

MOBILE, Nov 22—Arr America, Harding, Portsmouth; Catharine, Elmer, Bath.

KEY WEST, about Nov 4—Arr Aid, Constant, Boston, via New York.

NEW ORLEANS, Nov 21—Below, at the Passes, Caution fm Marseilles; Ellen Brooks, fm Amsterdam; Macmillan, tm Liverpool; Ge, Cahot, fm New York; Ame, in, fm Nuremberg; for Liverpool, ashore; Robt Bowes, fm New York; Ruthella, fm Liverpool; brig Bordino, Paynt, fm Boston; schs, Capitol, fm St. Jago; Arab, fm Texas.

NEW LINE BETWEEN NEW YORK AND PROVIDENCE.

The steamship KINGSTON, Capt Townsend, will commence a regular line between the above Cities and leave Providence, for New York on WEDNESDAY, Dec. 6.

She will leave Providence and New York on those days when no boat departs, via, Newport—and the route which has been so successfully run for the last eighteen years, and which during the whole time has been fully patronized.

The time of departure will be directly on the arrival of the cars from Boston, at about 2 o'clock, P. M., and from the Depot of the Rail Road and Transportation Co., at India Point.

On her return she will land her passengers for Boston at the same place.

Passengers for New York are cautioned against paying FARE THROUGH in Boston, as they will thereby be deprived of a choice of conveyance, from Providence to New York.

The European plan of entertainment will be adopted, a bill of fare published and passengers be waited on from the first entrance on board until 10 o'clock, P. M.

The passage will be \$2, exclusive of meals.

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FOR NEW ORLEANS—NEW LINE.

Packet 1st December—

The superior new packet ship CHERISTY, Josh. Harding, master, will succeed the CHARLESTON, and sail on a regular day as above.

For freight or passage having elegantly furnished accommodations for passengers, apply on board at Lewis' wharf, or to A. C. LOMBARD & CO. 13 and 14 said wharf.

Steam taken as usual, immediately on arrival at the Balize. Shippers will please send receipts with their goods.

1st

FOR NEW ORLEANS—PACKET LINE.

This Day—

The superior new ship MEDFORD, 600 tons, Welch, master—is now loading at the end of Central wharf, to succeed the Victoria, and will sail as above.

For freight or passage having superior accommodations, apply to JOHN FAIRFIELD & WILLIAM LINCOLN, No 26 Central wharf.

2d

FOR NEW ORLEANS—REGULAR LINE.

Packet 15th December.

The superior new packet ship CHERISTY, Josh. Harding, master, will succeed the CHARLESTON, and sail on a regular day as above.

For freight or passage having elegantly furnished accommodations for passengers, apply on board at Lewis' wharf, or to A. C. LOMBARD & CO. 13 and 14 said wharf.

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For freight or passage having superior accommodations, apply to JOHN FAIRFIELD & WILLIAM LINCOLN, No 26 Central wharf.

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